



ANNUAL REPORT

Fiscal Year 2004





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Fiscal Year 2004

October 1, 2003 - September 30, 2004
Pursuant to Public Act 348 of 1988

November 15, 2004

Prepared by the
Office of Highway Safety Planning
Michigan Department of State Police
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November 15, 2004

As administrator of the Truck Safety Fund, it is a pleasure to present this summary of activities conducted by the Michigan Truck Safety Commission during state fiscal year 2004.

The Michigan Truck Safety Commission has established an outstanding tradition of providing quality truck driver safety education programs; innovative research; high-profile public information campaigns; and, enhanced enforcement of the motor carrier safety laws. All of these achievements are focused on the goal of encouraging passenger car and heavy truck drivers to share the road more safely.

Our state can be proud of these efforts to promote and encourage safe travel by all who share our roads. We continue to improve programs, build on research, and reach out to new partners.

We salute the Commission members, the employees of the Michigan Center for Truck Safety, the Michigan State Police Motor Carrier Division, and the trucking industry, who have made this program one of the most effective and unique in the nation. And, we look forward to many more years of providing safer travel for passenger vehicle and truck drivers throughout Michigan.

MICHAEL L. PRINCE
Division Director
Office of Highway Safety Planning
Michigan Department of State Police

Introduction

The Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry.

The 11-member Commission meets bimonthly. The Commission conducts an annual planning session where the goals and objectives for the next year are established.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police.

A large portion of the Fund is used to support truck driver safety education programs. These programs are housed at the Michigan Center for Truck Safety which is located at 1131 Centennial Way, Lansing, Michigan 48917 (phone (517) 321-1955 or toll-free (800) 682-4682). The Upper Peninsula branch office is located at 1401 North 26th Street, Suite 219, Escanaba, Michigan 49829-2500 (phone (906) 789-7657 or toll-free (800) 469-7364).

Mission Statement

“To improve truck safety by providing Michigan’s trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.”

2004 MTSC COMMISSIONERS

JOHN THEROUX, CHAIRMAN
Lansing Community College

MICHAEL L. PRINCE, VICE-CHAIRMAN
Michigan State Police
Office of Highway Safety Planning

ROBERT BENDER
Michigan Transportation Commission

DR. JACQUELINE A. EL-SAYED
Kettering University

HON. TERRI LYNN LAND
Michigan Secretary Of State

ROBERT E. MCFARLAND
Foster, Swift, Collins & Smith, PC

JAMES C. PARRINELLO
Michigan Joint Council Organizer

CAPTAIN ROBERT R. POWERS
Michigan State Police
Motor Carrier Division

JAMES A. VAN ZOEREN
Alvan Motor Freight, Inc.

JAMES H, WARDLAW
Publicom, Inc.

One position is currently vacant.

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MICHIGAN CENTER FOR TRUCK SAFETY

The Michigan Center for Truck Safety (MCTS) is responsible for the day-to-day operation of educational programs sponsored by the Michigan Truck Safety Commission. The Center is operated through a grant to the Michigan Trucking Association Education Center, Inc. (MTA) and housed at a facility in Lansing.

The Center serves as a focal point for truck driver training and educational programs. The Center's Lansing staff consists of a project director, one safety specialist, a communications director, management specialist, clerical assistant and an information associate. The Lansing facility contains space for administrative offices, storage and a conference/training room. Additionally, the Center's Upper Peninsula office in Escanaba consists of a safety specialist and management specialist. Training programs and safety reviews are conducted virtually every day. Use of the facilities is made for training program development and delivery and for meetings.

TRAINING

In conjunction with the MTA, the Center hosted the second annual Michigan Truck Exhibition and Safety Symposium in February 2004. Approximately 300 people attended sessions taught by Center staff and other industry representatives. FMCSA Administrator Annette Sandberg presented the Center's new "Partner in Safety" awards at the MTA Safety Awards Banquet portion of the event. Seven individuals and organizations were cited for their contributions to MCTS and truck safety in general. Center staff provided safety breakout sessions on the new hours of service regulations, cargo securement and developing a safety management plan. The Center's Mobile Classroom was also on display.

MCTS also partnered with Eaton Corporation to operate the Michigan Center for Decision Driving (MCDD) in Marshall, Michigan. MCDD provides hands-on advanced truck driver training which involves various maneuvers using the facilities skid pad and modular classroom. The Center contracts with the Eaton Corporation on a per-student basis for training and all aspects of the facility's use. During this fiscal year, 2,318 drivers completed the program at the Marshall facility.

The Center runs the Upper Peninsula Decision Driving Course (skid pad/classroom) at the Upper Peninsula State Fairgrounds in Escanaba. This year, 103 drivers completed the program.

The Center's mobile classroom—a tractor-trailer converted into a classroom—provides on-site training for Michigan's trucking companies. The mobile classroom can seat 22 students, and training is provided on a variety of safety topics. The total drivers trained in the mobile classroom for FY04 was 661.

The Center's Professional Driver Coaching program (formally known as Driver Performance Measurement or DPM) is a one-on-one driver assessment performed on a predetermined route. In FY04, 277 drivers completed DPM courses. Included in those numbers are students from Baker College who participated in the DPM Step 2 pilot program. A report on the pilot program is due in December 2004.

MCTS management specialists provide compliance training and safety reviews to company safety directors and other management personnel. This year, safety reviews were held for 62 managers and safety personnel. The Center also partnered with FMCSA and the MPSC to provide eight safety-training seminars throughout the fiscal year. All MCTS training staff provided general compliance and safety education training for 8,911 people. Additionally, the Center worked with FMCSA and the Michigan State Police – Motor Carrier Division in providing materials for the new entrant program.

The Truck Safety Hot Line assists callers with answers to questions about safety, education, available programs and motor carrier rules and regulations. This past year, 13,334 calls were received on the hot line for an average of more than 1,100 per month. This is an overall increase of 4,000 calls over FY03.

The Periodic Inspection Training Course is a three-day class that provides training to maintenance staff, enabling them to meet the federal requirements for performing periodic inspections. During FY04, 80 people completed the program.

The National Safety Council's Professional Truck Driver program was available through interactive video but has been changed to classroom training. Five Center staff members are certified to train this course. This past year, 151 drivers completed the Professional Truck Driver classroom sessions.

The on-line fatigue program was updated during this fiscal year, and 91 people completed the program.

Two inspection videos are available for Michigan trucking companies (there is a charge for out-of-state orders). For FY04, almost 700 copies of the air brake inspection video were ordered and over 500 copies for hydraulic brakes.

The Truck Driver's Guidebook was revised for an eighth edition in FY04. While 40,000 copies were ordered in March 2004, more than 35,000 had been distributed by the end of the fiscal year. The guidebook is constantly being revised and updated.

Additionally, Center staff and a group of stakeholders worked together on researching the potential of incorporating simulator training into the Center's training curriculum. A white paper was presented to the Commission at the September 2004 meeting and further research will be continued into FY05.

The Center also partnered with the Eaton Corporation, inviting insurance company representatives, new commissioners and people from other decision driving courses around the country to visit MCDD and get an overview of the Center and its programs. Seven insurance representatives attended two different sessions and three decision driving representatives attended the second session. The Center is seeking a partnership with insurance companies to incorporate the truck safety training into their coverage plans in exchange for reduced premiums. The Center is also trying to initiate an informal networking group for decision driving course operators around the country.

Center staff developed a booklet for the safety management plan that is currently being distributed. The staff is looking at revisions.

Finally, the Center provides national and industry perspectives of truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. Frequent contact is made with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (USDOT FMCSA), the Commercial Vehicle Safety Alliance (CVSA), the American Trucking Associations (ATA) and The North American Transportation Management Institute (NATMI). On a statewide basis, the Center has also been working with the Network of Employers for Traffic Safety (NETS), GTSAC and Michigan's traffic safety associations.

"LET'S SHARE THE ROAD"

This year, the public information and education program was more limited than the previous year. The print PSAs continued to be used in newspapers throughout the state and a July 4 press release on truck safety and summer driving resulted in both extensive radio and newspaper coverage. The Center also advertised in different trade publications, such as those for the construction and timber industries.

Work continued on the "Let's Share the Road" program for high school driver education students. Center staff attended the Michigan Driver & Traffic Safety Education Association (MDTSEA) annual conference, advertised in the MDTSEA newsletter and networked with association members to distribute the educational videos and brochures. More than 400 copies were distributed of the high school driver education video in FY04.

In FY04, over 930 students learned about car and truck safety in 20 school districts and private driving classes around the state through Michigan's Road Team. In addition to visiting schools, team members participated in several events:

- 1) Wayne State University Driver Education Instructor Training
- 2) Speaking to Channel 9&10 news-Cadillac during a live demonstration at the local Con-Way Central Express terminal on blind spots
- 3) Substantial newspaper coverage for participation with Michigan State Police during the anti-drug abuse Red Ribbon campaign in northwest Michigan

By marketing the team to high school driver education teachers in the MDTSEA newsletter, requests for presentations to driver's education classes increased substantially over previous years. The Road Team now has six active drivers.

Additionally, the Center continued to work with AARP to distribute videos and booklets to help older drivers understand how to drive safely around trucks. Approximately 300 copies of the mature driver video were distributed in FY04.

OTHER PUBLIC INFORMATION AND EDUCATION PROGRAMS

Center staff also attended events such as the Ionia Free Fair and Upper Peninsula State Fair, where approximately 3,000 licensed drivers were given the "Share the Road" message and allowed to sit in a truck and view the blind spots. The Michigan Association of Timbermen and SFI Implementation Committee partnered with the Center in producing more seat cushions demonstrating a truck's blind spots to hand out at both fairs.

The Center newsletter was published and distributed to almost 11,000 companies and individuals quarterly.

In FY03, MCTS developed a new “Home Run for Safety” program to promote its training curriculum and safety within the industry. During FY04, over 400 copies of the Home Run video were distributed.

Also, Center staff are continuously working on updating MCTS’s Web site. People are permitted to register for Center classes, order training materials or ask compliance questions on the Web site, along with being able to download the Truck Driver’s Guidebook and get an overview of the programs.

The focus of the marketing program for FY04 was targeted at getting Center information to insurance companies around the country that provided trucking company coverage

RESEARCH & PLANNING

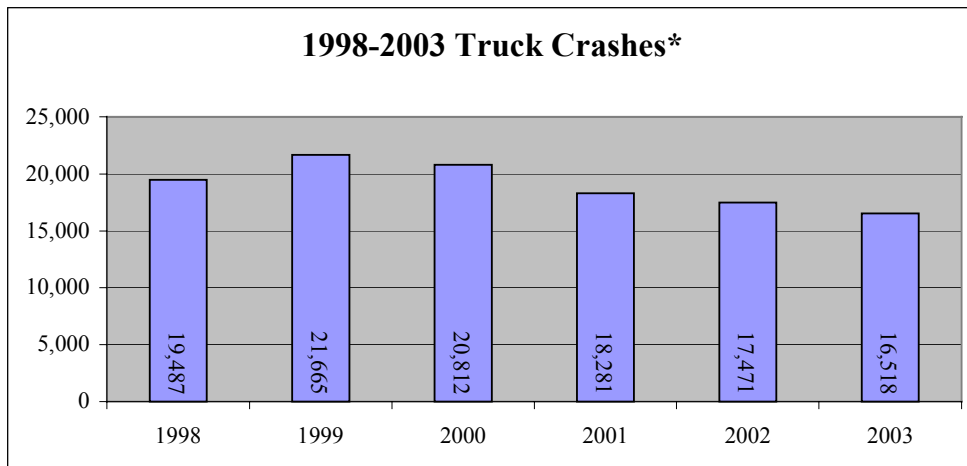
In 2003, the Commission made the decision to conduct an evaluation of the Commission’s programs, to be used to assist the Commissioners in determining the best allocation of the truck safety fund’s resources for future programs. The evaluation consisted of two elements:

- 1.) A meta-analysis to evaluate whether the programs being offered by the Commission can be effective at the level of funding available, and
- 2.) A determination of data needs and development of a research plan to evaluate the effectiveness of current programs.

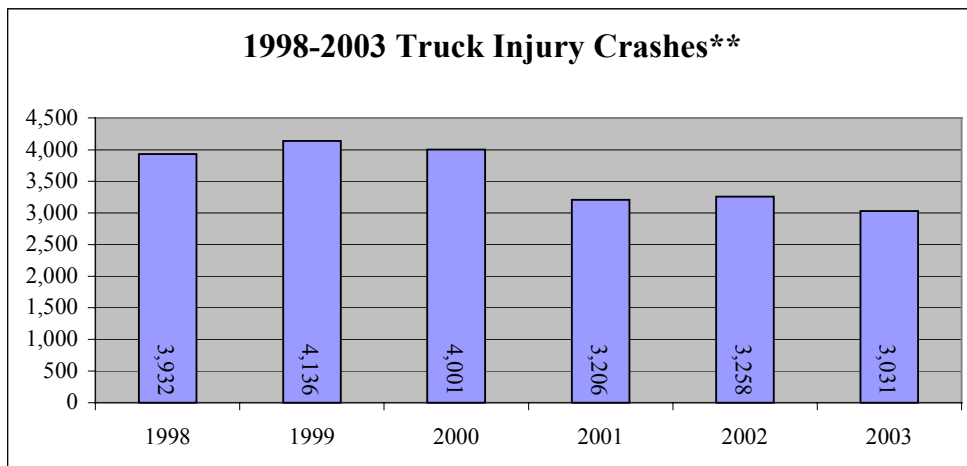
The study was conducted by Dr. Tappan K. Datta of Wayne State University, beginning in 2003 and extending into 2004. A preliminary report of the findings was presented at the March 2004 MTSC meeting. Copies of the final executive summary of the report, “Information to Assist in the Decision-Making Process and Development of An Evaluation Strategy for Michigan’s Truck Safety Program”, were provided to the Commissioners for use at the annual strategic planning meeting in September 2004. The report will continue to be utilized during follow-up planning in November 2004 and throughout the year.

The Commission appointed a new research committee for 2005, which will meet in the first quarter of the 2005 calendar year.

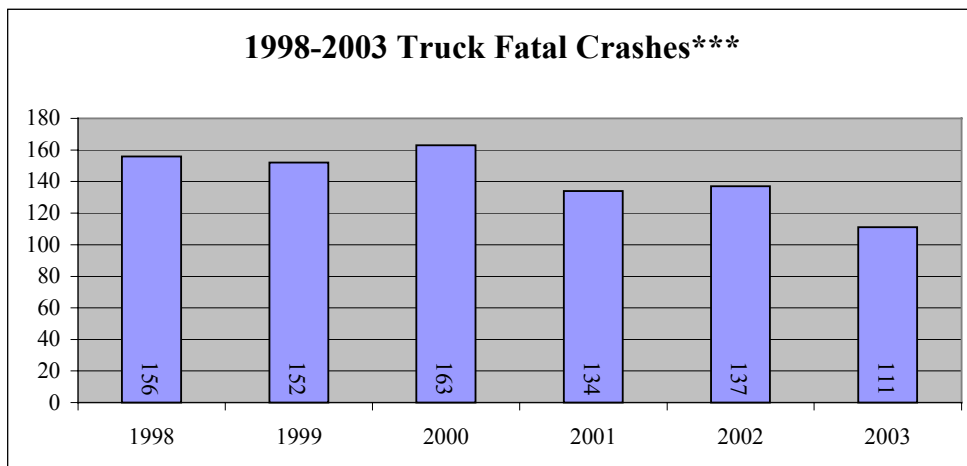
Crash Profile Source: ^[2]“Michigan Traffic Crash Facts



*23% reduction, 4.2% of total crashes

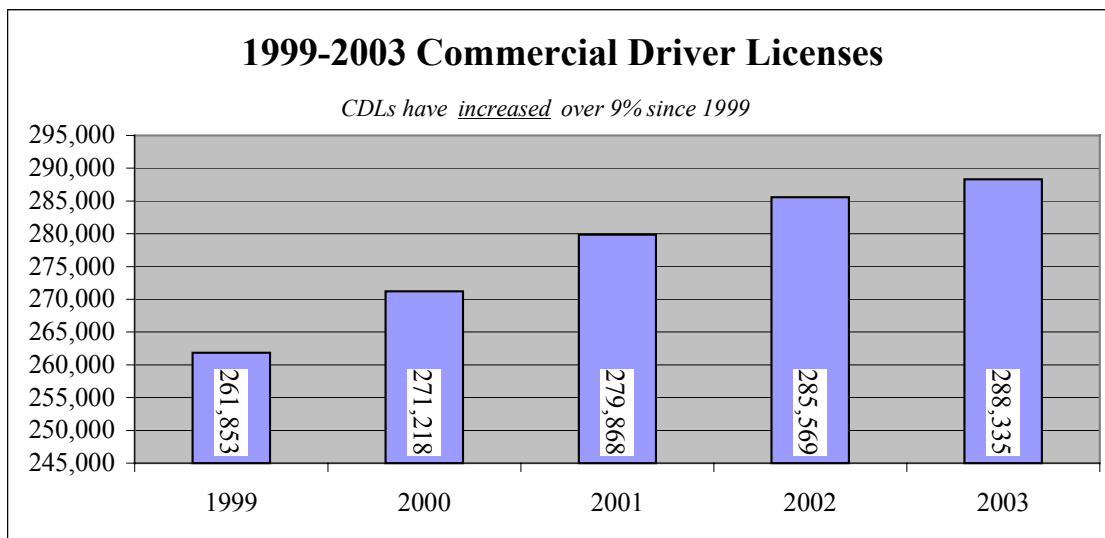
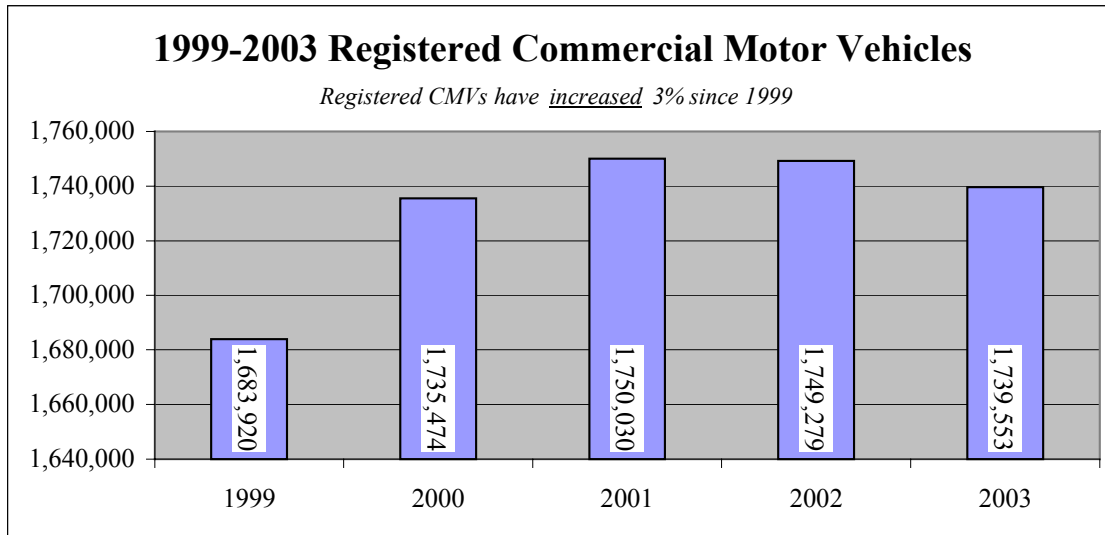


**26% reduction, 2.8% of total crashes



***26% reduction, 9.4% of total fatal crashes

Commercial Vehicle and CDL Profile *Source: Michigan Dept. of State*



ENFORCEMENT

This year's grant had two different Special Transportation Enforcement Team (STET) objectives. The first objective was the standard STET operation mandated by the MTSC statute. The second was holiday/Sunday overtime. The statistics for each of these objectives is included at the end of this document.

Part of the grant requires each district commander to develop appropriate evaluation tools for STET operations. Dr. Jeffrey Bernstein, Eastern Michigan University, provided assistance to the district commanders on an individual basis during the fiscal year. In addition, Dr. Bernstein conducted a wrap-up session at the annual MCD Leadership Conference.

The Division also issued press releases, one in the spring and a second in the fall, explaining what STET operations are and how they are important to highway safety. These releases are part of the division's outreach efforts. Several media inquiries and stories resulted from the press releases.

Education

The Division continues to produce and publish the *CMV Enforcement Quarterly*, a publication distributed to all law enforcement agencies, prosecutors' offices, and district court magistrates. The *Quarterly* is exclusively distributed electronically now through a listserv operated by MCD. It is also placed on MCD's web site.

A survey regarding the *Quarterly* was conducted during the fourth quarter of the grant year. MCD/HQ received 19 responses.

The first question asked if the reader was more confident in dealing with CMV enforcement issues by reading the *Quarterly*. The respondent was asked to circle "VERY," "USUALLY," "SOMEWHAT," or "NOT AT ALL." Seven respondents circled "VERY," ten circled "USUALLY," two circled "SOMEWHAT," and no one circled "NOT AT ALL."

The next five questions asked the reader to rate each category of the *Quarterly*, with 5 being excellent and 1 being poor. Below are the responses for each scale:

Category	5	4	3	2	1
Captain's Corner	6	7	3	1	1
Size and Weight	11	6	1	0	0
Inspections	11	7	0	0	0
Vehicle Code	13	4	1	0	0
Reminder Box	10	6	1	0	0

The questionnaire also requested suggestions and comments, or topics for future editions. The suggestions and topics received will be incorporated into future editions of the *Quarterly*.

The Division also purchased and distributed 218 copies of the current Federal Motor Carrier Safety Regulations (FMCSR) to each county prosecutor and district court magistrate. Access to a current FMCSR has been a problem in local courts.

MCD included a survey with the FMCSR. Of those responding to the survey, a total of 13 prosecutors indicated that they would like to receive the FMCSR on an annual basis; none said they would not. Of those responding, 39 court magistrates said that they would like to receive the FMCSR on an annual basis; there was 3 response that they would not. There were a total of 55 responses to the survey, a response rate of 25%.

Awareness Classes

The Division also conducted three sessions of the Basic Awareness Class and one Advanced Awareness Class. A total of 88 participants attended the classes. One Basic Awareness class was cancelled due to low enrollment.

During the fourth quarter, a survey was conducted of all the attendees and a sample pool of law enforcement officers and court personnel who did not attend one of the classes. The purpose of the survey to non-attendees was to have a blind sample group for comparison. The questions on the survey were taken from the training materials and were formatted as test questions.

Attendees of both awareness classes were sent the same evaluation tool. Of the 88 surveys sent to attendees, the Motor Carrier Division received 24 responses, a response rate of 27%. Of the 88 surveys sent to non-attendees, the Motor Carrier Division received 22 responses, a response rate of 25%.

The chart below indicates the percentage of correct responses to each of the five questions on the survey form:

	#1	#2	#3	#4	#5
Attendees	62%	33%	83%	88%	58%
Non-attendees	27%	36%	68%	77%	63%

As the attendees scored significantly higher than non-attendees on most questions, it is clear that the training was successful. The attendees retained the material presented, as the survey was conducted several months after the first class was presented.

Additional Objectives

This year's grant also provided funding to purchase prizes for the first annual "Award for Excellence in Commercial Vehicle Safety," conducted by the Michigan Association of Chiefs of Police (MACP).

The prizes were presented at MACP's Mid-Winter Conference in Grand Rapids in February 2004. The award was broken down into categories by agency size, with separate categories for Sheriff Departments and MSP posts. Below are the names of the agencies receiving awards.

The winning agencies for the 2004 award are:

Pinckney Police Department (a two-time winner)
Waterford Police Department
Muskegon County Sheriff's Department
Michigan State Police - Adrian Post (a two-time winner)

Honorable mention awards were also presented to the following:

Saline Police Department
Farmington Hills Police Department
Wayne County Sheriff Department
Oakland County Sheriff Department
Bloomfield Township Police Department
Michigan State Police – Jackson Post

Appendix A

STET Statistics

	Regular STETs	Holiday/Sunday STETs	Total
Safety Inspections	2,612	452	3,064
Verbal Warnings	3,193	288	3,481
Total Vehicle Stops	8,756	667	9,423
Total Citations	5,954	502	6,456
Speeding	3,866	300	4,166
Moving Traffic	230	20	250
Seat Belt	1,149	108	1,257
CDL	178	9	187
Illegal Parking	75	0	65
Log Book	456	65	521

FUTURE MTSC ACTIVITIES

As the Commission approaches FY05, several new activities are planned:

- Participation with MTA in the third annual Michigan Truck Exhibition and Safety Symposium to be held in February 2005
- Partnering with industry to develop a safety symposium in the Upper Peninsula
- Continuation of the Center's newsletter
- Continued research into the utilization of simulator training
- Continued focus on evaluating Professional Driver Coaching and DPM – Step II programs
- Training Baker College Professional Driver Coaching observer to facilitate the Step 2 program
- Working further with insurance companies to form a relationship between trucking companies participating in MCTS training and receiving reduced premiums
- Updating and revising the Truck Driver's Guidebook
- Updating and revising the Center's Website
- Presenting the CVSA cargo securement and hours of service programs as they become available
- Seeking proposals for methods to measure program impact and effectiveness

*Establishment of the Truck Safety Fund
and Michigan Truck Safety Commission*

Public Act 348 of 1988

Section 247.675 of the Michigan Compiled Laws

Sec. 25. (1) The truck safety fund is established and shall be maintained in the state treasury. The truck safety fund shall be administered by the office of highway safety planning within the department of state police.

(2) The Michigan truck safety commission is established in the office of highway safety planning within the department of state police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:

(a) A member of the state transportation commission, or his or her authorized representative who is a member of the state transportation commission.

(b) The director of the office of highway safety planning, within the department of state police.

(c) The secretary of state.

(d) The commanding officer of the motor carrier division within the department of state police.

(e) Seven individuals appointed by the governor with the advice and consent of the senate as follows:

(i) One individual representing Michigan community colleges.

(ii) One individual representing 4-year colleges or universities.

(iii) One individual representing the Michigan trucking association.

(iv) One individual representing private motor carriers.

(v) One individual representing organized labor.

(vi) Two individuals representing the general public.

(3) The appointed members of the Michigan truck safety commission shall be appointed for 2-year terms. The chairperson of the Michigan truck safety commission shall be elected by a majority of the members serving on the Michigan truck safety commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan truck safety commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.

(4) The truck safety fund shall be expended in the following order of priority and in the following manner:

(a) Not more than 5% but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The office of highway safety planning may employ not more than 2 persons to assist in the administration of the fund.

(b) Not less than 30%, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:

(i) Establishing truck driver safety education programs.

(ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.

(iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

(c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the motor carrier division of the department of state police and any expenses incurred by the special transportation enforcement team including, but not limited to, required equipment. The motor carrier division of the department of state police shall submit an annual report of the activities of the special transportation enforcement team operations and expenditures of the fund for those operations provided by this subdivision.

(d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:

(i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.

(ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.

(iii) Performing other functions considered necessary by the Michigan truck safety commission for the enhancement of truck and truck driver safety within this state.

(5) The commission shall make an annual report to the chairpersons of the house transportation and senate state affairs, tourism, and transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.

TRUCK SAFETY FUND
Statement of Changes in Fund Balance
For the Period Ended September 30, 2004

	Year Ended 9/30/03	Year Ended 9/30/04
Revenues		
Truck Registration Fees (see Note B)	\$1,850,899	\$1,920,488
Variable Interstate Fees	467,827	798,434
Total	\$2,318,726	\$2,718,922
Expenditures		
Education Programs	\$1,224,005	\$1,156,886
Enforcement	930,600	907,400
Research	12,663	72,963
Administration	94,894	85,560
Total	\$2,262,162	\$2,222,809
Excess of Revenues Over Expenditures	\$56,564	\$496,113
Beginning Fund Balance		
Total	\$1,607,931	\$1,664,495
Ending Fund Balance		
Total	\$1,664,495	\$2,160,608

NOTE A: Summary of Significant Accounting Policies

Method of Accounting - The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs. The prior year totals have been revised in this report to reflect final year-end amounts.

Funding Sources for the Truck Safety Fund

- \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- Interstate registration fees collected by the Michigan Department of Labor & Economic Growth (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws)